

JTC Sale of Site **Industrial Development**

Land Parcel at Lok Yang Way

Tender Ref: JTC/PRD/IGLS/27082024/LYW

Technical Conditions of Tender



SALE OF SITE
FOR BUSINESS 2 DEVELOPMENT
ON LAND PARCEL ALONG LOK YANG WAY
TECHNICAL CONDITIONS OF TENDER

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PART I

1. GENERAL

- 1.1. The Jurong Town Corporation (“JTC”) is inviting offers for lease by tender for the Land Parcel along Lok Yang Way (“the Land Parcel”). The lease of the Land Parcel is subject to these Technical Conditions of Tender and the Conditions of Tender for the Land Parcel.
- 1.2. The Successful Tenderer must in addition to the Conditions of Tender observe and comply with these Technical Conditions of Tender. The Conditions of Tender and these Technical Conditions of Tender are to be read together with the Control Plans of the Land Parcel supplied in the Tenderer’s Packet.

PART II

2. PLANNING GUIDELINES

2.1. The planning parameters for the Land Parcel are:

PLANNING PARAMETERS	PROVISION / REQUIREMENT
Site Area	18,605.5 m ²
Land use/Zoning	<p>The industrial component within the development on the Land Parcel shall be for any use or uses that are permitted by the Competent Authority under the Planning Act (Cap 232) for 'Business 2' zoning, in accordance with the Master Plan Written Statement.</p> <p>The development shall be subject to the approval of JTC and all the relevant Competent Authorities. Please refer to Condition 5(b) of the Conditions of Tender for prohibited uses.</p>
Heavy Vehicle Lots	<p>The Successful Tenderer shall provide sufficient heavy vehicle parking lots within the site to support his own industrial needs. In addition, the Successful Tenderer is also required to provide a licensed Heavy Vehicle Park with 93 publicly accessible heavy vehicle parking lots for non-tenants within the proposed industrial development, over and above the number of heavy vehicle parking lots required to meet his own industrial needs. Heavy vehicle parking lots intended for non-tenants (i.e., for public use) shall be published on LTA's OneMotoring website as open lots. The Successful Tenderer shall declare in LTA's application form for 'License to Operate Heavy Vehicle Park' that they allow the public to enquire the parking spaces availability on LTA's OneMotoring website.</p> <p>Where the successful tenderer decides to strata-subdivide the development, the licensed heavy vehicle park shall be comprised in a separate single strata lot.</p>
Permissible Gross Plot Ratio (GPR) for the proposed development on the Land Parcel	<p>2.5 (maximum) 2.0 (minimum)</p> <p>All tenderers are required to carry out their own simulations to ascertain the achievable GPR prior to submission of their tenders.</p>
Building Height (maximum)	<p>Maximum development height should not exceed 85m SHD (Singapore Height Datum) for the entire site.</p> <p>All fixtures/structures on the rooftop of the developments (e.g. antenna, lift motor rooms, cranes, maintenance equipment, lightning conductors and water tank) are also subject to the above height limit. During construction</p>

	phase/ all tall construction machineries and temporary structures such as cranes, piling rigs, etc, must adhere to the same height limit.
Industrial Use Quantum	To comply with Development Control Guidelines issued from time to time by the Competent Authority under the Planning Act (Cap. 232).
Storey Height Control	To comply with Development Control Guidelines issued from time to time by the Competent Authority under the Planning Act (Cap. 232).
Planning Guidelines (Please refer to Annex A)	
Buffer and Setback Control	<p>Minimum 15m along AYE/Jalan Ahmad Ibrahim inclusive of 5m green buffer. Minimum 5m along Lok Yang Way inclusive of 3m green buffer.</p> <p>No building setback requirement along common boundary to adjoining industrial plots. In the event that the development is required to provide building setback along the common boundary due to other agencies' requirements (e.g. Fire Safety Requirement), landscaping/peripheral planting is strongly encouraged if the spaces within the building setback are not used for the Successful Tenderer's operations (e.g. driveway, parking lots, M&E) to contribute to the plot's Green Cover requirement.</p>
Platform Level	<p>Internal platform level of the building shall not be higher than +1.2m in relation to the road levels of the adjoining access points. Any differences between the building platform level, the covered / open walkway and the adjacent roadside pedestrian walkway shall be mitigated within the building line at the first storey.</p> <p>The Successful Tenderer shall consult all relevant agencies on the technical requirements of the proposed platform levels.</p>
Service Area	<p>Service areas including the refuse bin centre, bulk meter, electrical substation, MDF rooms, water tanks, fuel tanks, cooling towers, condensers, loading / unloading bays, holding bays, and vehicular ramps shall be hidden from public view and shall be set back at 2 column grids from the building line.</p> <p>All M&E spaces including electrical substation and MDF rooms shall be fully integrated within the overall building envelope. These areas shall be visually well-screened on all sides similar to the main building façade and / or visually concealed from public view with landscaping and/or architectural treatment.</p> <p>All service areas, M&E equipment and water tanks located on the rooftop shall be fully concealed aesthetically on all sides of the building façade.</p>

	There shall be no open storage on all sides of the development. All storage shall be housed and enclosed within the main building.
Retaining Walls	Retaining walls shall not be allowed within the development. If required due to site constraints or for compliance with statutory requirements, the retaining walls shall not be higher than 1.0m and shall be designed as part of a landscape feature or be designed with landscaping to soften their appearance.
Vehicular Access	All vehicular access to the development shall be taken from Lok Yang Way, as indicated in the Control Plan. Exact location of vehicular access is subject to LTA's approval. Any additional access required by Successful Tenderer will be subject to LTA's approval.
Carpark and Vehicular Ramp	A maximum of 5 surface parking lots shall be allowed along AYE/Jalan Ahmad Ibrahim and Lok Yang Way. All remaining car parking including heavy vehicular parking provisions shall be located away from AYE/Jalan Ahmad Ibrahim and Lok Yang Way and shall be integrated/concealed within the building envelope or in multi-storey/basement carparks. Vehicular ramps and multi-storey car parks shall not be located along AYE/Jalan Ahmad Ibrahim and Lok Yang Way and shall be visually concealed from public view with landscaping and/or architectural treatment.
Drop-Off Point	It is strongly encouraged for the drop-off point to be located fronting Lok Yang Way. The drop-off point shall be well designed to ensure seamless connectivity with the development's lobby as well as effective weather protection. To maximize the development's buildable area, it is strongly encouraged for the drop-off point to be integrated within the overall building envelope. Traffic calming measures shall be provided at the drop-off point for pedestrian safety and to ensure no obstruction of pedestrian flow within the development.
Mitigation Zone	The mitigation zone shall be provided along AYE/Jalan Ahmad Ibrahim, Lok Yang Way and East common boundary. The mitigation zone is an area between the outdoor and indoor public space of an individual parcel such as the public plaza, covered walkway, lobby and roadside pedestrian walkway etc. Within the mitigation zone all platform levels of public and semi-public spaces including indoor and outdoor spaces shall match with the adjacent level of the roadside pedestrian walkway as seamlessly as possible. Any differences between the platform levels within the mitigation zone shall be designed for barrier free access.

Industrial Canteen	Should the Successful Tenderer propose to have an ancillary canteen within the development, it shall be located along AYE/ Jalan Ahmad Ibrahim as shown in the Control Plan, seamlessly connected to the pick-up and drop-off points. It is strongly encouraged for the ancillary canteen to be open to public.
Pedestrian and Last mile connectivity	
Bicycle Parking and End-of Trip facilities Provision	<p>The Successful Tenderer shall provide bicycle parking following the latest version of LTA's Code of Practice on Street Work Proposals Relating to Development Works and Code of Practice on Vehicle Parking Provision in Development Proposals.</p> <p>The Successful Tenderer is also strongly encouraged to provide related End-of-Trip facilities following the guidelines in the above documents.</p> <p>The Successful Tenderer shall consider existing vehicular and pedestrian movement when locating bicycle parking lots within the subject site. Bicycle parking lots shall be segregated from pedestrian walkways, driveways and carpark accesses to ensure safety of motorists, pedestrians and cyclists. It is advantageous to provide separate pathways for cyclists and motorized vehicles to avoid conflict between cyclists and other road users.</p>
Covered Walkway	<p>Covered walkway shall be provided as part of the comprehensive at-grade 24/7 pedestrian network to ensure convenient and unimpeded pedestrian movement and connectivity with the public transport nodes (bus stops) during inclement weather conditions.</p> <p>Covered walkway with a minimum width of 3.6m (3.0m clear width) and a minimum clear height of 3.6m shall be continuously connected up to the site boundary as well as to the existing adjacent covered linkway and bus stops within Road Reserve Line (RRL). It shall be seamlessly integrated with the proposed development's lobby and shall be designed for barrier free access.</p> <p>The design of the proposed covered walkways shall comply with the prevailing requirements of all relevant authorities. Any GFA exemption / waivers for covered walkways shall be subject to URA approval.</p> <p>The covered linkway extension shall be provided up to the site boundary and to the existing bus stop/covered linkway along Jalan Ahmad Ibrahim and Lok Yang Way. The covered linkway extension will require Successful Tenderer to alienate the airspace within RRL. The construction of the covered linkway extension shall only commence after alienation of airspace from the State. The supporting columns shall be placed within the site boundary (adjacent to the road reserve) to support the cantilevered sections within the RRL, which shall be built and maintained by the Successful Tenderer.</p>

	<p>The Successful Tenderer shall, at his own cost, construct, own and maintain the covered walkway/ linkway including part of the covered linkway extension beyond the site boundary.</p> <p>In the event the cantilever structure is not feasible, the covered linkway extension is required to have a standalone structure within the road reserve, it shall be designed and constructed to comply with LTA's requirement and to be handed over to LTA for maintenance. The standalone structure shall meet the following criteria required by LTA:</p> <ol style="list-style-type: none"> a. The portion of the covered linkway structure shall be supported with columns located within the RRL and structurally independent from the linkway within the adjacent boundary. b. The proposed linkway shall be designed to comply with the prevailing LTA's Infrastructure Design Criteria and specifications, etc. c. The proposed linkway shall be provided with lightings from power source /OG box located within the RRL. <p>The Successful Tenderer shall at his own cost and expense, maintain the standalone structure mentioned above until such a time when it is handed over to LTA for ownership and structural maintenance.</p>
<p>Pedestrian Link at 2nd Storey</p>	<p>As part of pedestrian connection from the existing industrial estate to this development, a minimum 4m clear width Pedestrian Link at 2nd Storey and internal vertical circulation as shown on the Control Plan shall be built within the site boundary and maintained by the Successful Tenderer. This Pedestrian Link shall provide seamless connection between existing Pedestrian Overhead Bridge (POB) landing with the internal vertical circulation of the development and open for public access. The design of this Pedestrian Link shall be coherent with the overall building design and subject to JTC's approval.</p> <p>The Pedestrian Link extension at 2nd Storey shall be provided up to the existing POB landing. Thus, the Pedestrian Link extension will require the Successful Tenderer to alienate the airspace within LTA Road Reserve. The construction of this Pedestrian Link extension shall only commence after alienation of airspace from the State.</p> <p>The Pedestrian Link and Pedestrian Link extension at 2nd Storey shall be designed structurally independently (including deck, roof, railing, etc) from the existing POB, as well as, interfaced seamlessly with existing POB structures including roof to prevent ingress during rain and the joint for the slab to mitigate water leakage onto pedestrians at ground level. The Successful Tenderer shall obtain the development interface and approval from LTA on the detailed design of the Overhead Pedestrian Link extension.</p> <p>The maintenance boundary at the interface between the Pedestrian Link extension at 2nd Storey and LTA's POB structure shall be approved by LTA.</p>

	<p>The Pedestrian Link at 2nd Storey, the connection from the 2nd Storey Pedestrian Link to the 1st Storey covered walkway and internal vertical circulation shall be provided as part of the comprehensive 24/7 pedestrian network or during operation hour of this development to ensure convenient and unimpeded pedestrian movement and connectivity during inclement weather conditions.</p> <p>The Successful Tenderer shall at his own cost and expense, construct, own and maintain the Pedestrian Link and internal vertical circulation including part of the Pedestrian Link extension at 2nd Storey beyond the site boundary.</p>
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Landscape Guidelines and Boundary Definition

<p>Green Cover</p>	<p>Green Cover is planned within industrial estates and developments to help mitigate the Urban Heat Island effect, reduce ambient temperatures, improve the air quality, conserve biodiversity, slow down urban runoff during heavy downpours and improve the physical and mental well-being of our workers and industrialists.</p> <p>To contribute to the Green Cover target for Jurong Industrial Estate Others, the development shall achieve a minimum Green Cover of 30% of the total site area on ground and/or on the rooftop. To maximize the benefits of the greenery, the development shall prioritise provision of Green Cover on the ground floor and other public fronting locations (i.e. areas visible and accessible to industrialists / general public).</p> <p>Green Cover is defined as the total surface area of landscape visible by satellite image provided within the land parcel to create an attractive, biophilic and sustainable working environment.</p> <p>In order to meet the Green Cover requirements, the Successful Tenderer shall provide the following treatments wherever possible:</p> <ul style="list-style-type: none"> a) to prioritize tree planting and selection of tree species with large canopies within the green buffer and peripheral planting areas to improve ambient temperatures and provide shade within and around the development; b) to use grass cells and/or grass pavers, whichever appropriate, for Fire Engine Accessways and other open areas within the development that are not used for day-to-day vehicular circulation; c) to use grass pavers on exposed hard surfaces required for vehicular circulation d) to provide trellis with creepers to shade surface carpark lots e) to provide green roof above standalone ancillary structures (e.g. guard house, bin centres, etc)
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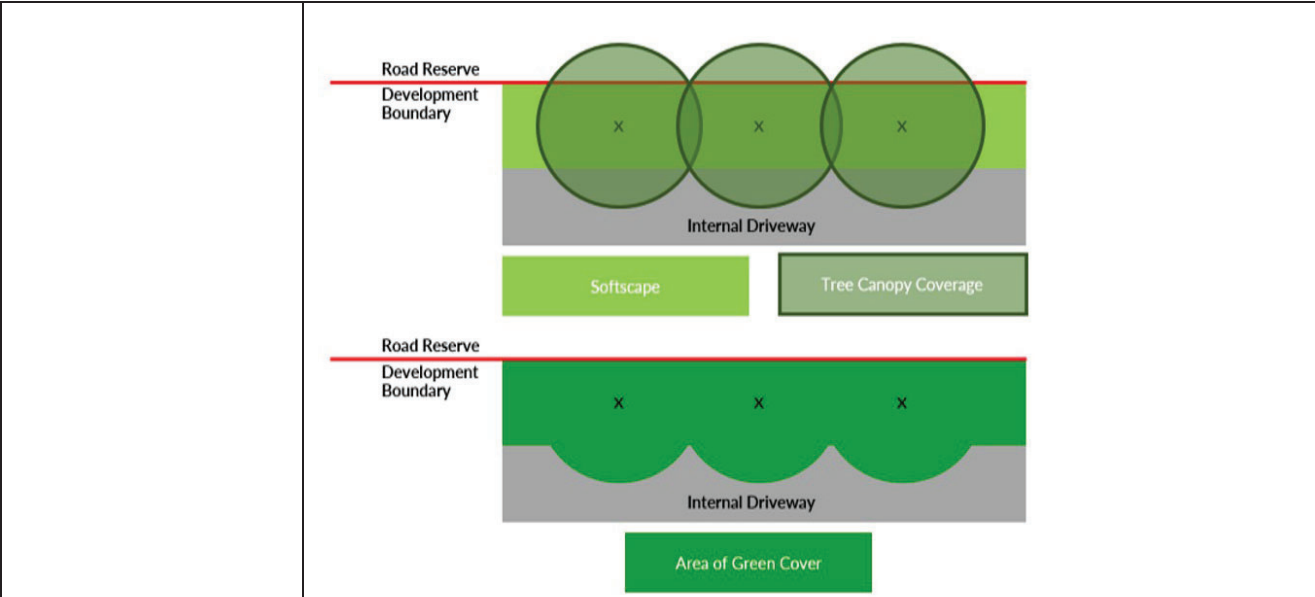


Figure 1: Areas considered in the computation of green cover within development site.

In addition to the greenery that is visible by satellite image, the Successful Tenderer is also strongly encouraged to explore the following elements to further improve the greenery provisions within the development.

- a) hybrid PV system i.e. turfing/planting underneath PV system (with essential maintenance areas)
- b) rooftop farming (with essential maintenance areas)
- c) planting within sky terraces/communal planters
- d) vertical greenery
- e) at grade covered communal landscape

Landscape	Landscape within the green buffers shall be designed to augment roadside planting. Trees shall be planted at strategic locations to shade public activity areas and maximise the Green Cover. Plants and trees shall be on ground or planter boxes (no potted plants and movable planter boxes are allowed) with integrated soil retaining areas. These shall be seamlessly integrated with various platform levels.
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Boundary Definition	The development shall be fenceless and remain open to public at all times. The ground floor spaces shall remain porous to allow for seamless pedestrian connectivity both visually and physically.
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Facade and Building Envelope Guidelines

Façade Treatment	The façade along AYE/Jalan Ahmad Ibrahim and Lok Yang Way shall be aesthetically designed with good quality and easy to maintain materials to project a good image for the development and enhance the environment. The development shall adopt optimum passive design strategies including
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	<p>optimising building form and massing and proper choice of façade materials that are environmentally responsive to the tropical climate. These will ensure the façade design is sustainable with optimal thermal performance to minimise heat gain, maximise day light and natural ventilation to reduce the dependence on artificial lighting and cooling energy.</p> <p>The façade treatment along AYE/Jalan Ahmad Ibrahim and Lok Yang Way shall continue and wrap around the building corner for at least for 2 column grids. Blank walls, low-quality awnings, covers or shelters shall not be allowed on the building facade along public roads.</p> <p>The colour chosen for the façade shall be in harmony with the adjacent developments. Green building features such as vertical greenery is strongly encouraged. Low quality building materials such as corrugated sheets, bare plaster and crimp or equivalent metal decking shall not be allowed on all building facades.</p>										
Building Signage	<p>Building façade signage consisting of the Successful Tenderer’s logo, development/building name and tenant logo/name shall be well-integrated with the building façade design and contained within the building edges and roof lines. Advertisements and billboards on the façade shall not be allowed.</p> <p>All building façade signages proposal shall be subject to JTC’s review and approval. Building façade signage shall comply to relevant Authorities’ guidelines.</p> <p>To allow consistency and to enhance estate’s branding and identity for Jurong Industrial Estate, building façade signage shall be designed with the following conditions:</p> <table border="1" data-bbox="500 1360 1494 1940"> <tr> <td colspan="2" data-bbox="500 1360 1494 1398">For high level façade signages</td> </tr> <tr> <td data-bbox="500 1398 646 1507">Type of signage</td> <td data-bbox="646 1398 1494 1507">High level façade signages in this section only refers to the Successful Tenderer’s logo signages, building name and/or tenant logos.</td> </tr> <tr> <td data-bbox="500 1507 646 1650">Number of signage</td> <td data-bbox="646 1507 1494 1650">High level façade signages shall be kept to maximum 2 nos per façade and maximum of 4 nos per development. No duplicated signages per façade shall be allowed.</td> </tr> <tr> <td data-bbox="500 1650 646 1793">Size of signage</td> <td data-bbox="646 1650 1494 1793">Combined signage height shall be capped to a maximum of 1:15 of the overall building height or not exceed 1/3 of the length of the façade whichever is smaller.</td> </tr> <tr> <td data-bbox="500 1793 646 1940">Placement and location of signage</td> <td data-bbox="646 1793 1494 1940">The signage shall be placed against contrasting background, along prominent frontage(s) visible by public such as fronting key view corridor and major roads.</td> </tr> </table>	For high level façade signages		Type of signage	High level façade signages in this section only refers to the Successful Tenderer’s logo signages, building name and/or tenant logos.	Number of signage	High level façade signages shall be kept to maximum 2 nos per façade and maximum of 4 nos per development. No duplicated signages per façade shall be allowed.	Size of signage	Combined signage height shall be capped to a maximum of 1:15 of the overall building height or not exceed 1/3 of the length of the façade whichever is smaller.	Placement and location of signage	The signage shall be placed against contrasting background, along prominent frontage(s) visible by public such as fronting key view corridor and major roads.
For high level façade signages											
Type of signage	High level façade signages in this section only refers to the Successful Tenderer’s logo signages, building name and/or tenant logos.										
Number of signage	High level façade signages shall be kept to maximum 2 nos per façade and maximum of 4 nos per development. No duplicated signages per façade shall be allowed.										
Size of signage	Combined signage height shall be capped to a maximum of 1:15 of the overall building height or not exceed 1/3 of the length of the façade whichever is smaller.										
Placement and location of signage	The signage shall be placed against contrasting background, along prominent frontage(s) visible by public such as fronting key view corridor and major roads.										

	<p>The signages shall be placed at the crown of the building facades, towards the building facades' corner(s).</p> <p>If there are 2 signages of different types, they shall be located on opposite corner of the same façade or on a different façade. The smaller signage shall be located lower than the larger signage.</p> <p>If there are 2 signages of the same types, they shall be allowed to be placed side by side or on top of each other and their combined dimension shall not exceed 1/3 of the length of the façade.</p>
Lighting of signage	<p>Façade signages and logos are encouraged to be backlit, with minimum brightness at least 50lux above surrounding light-</p> <p>All light fixtures, metal struts and brackets shall be visually well-screened / concealed from public view.</p>
For mid and low level façade signages	
Type of signages	Mid and low level façade signage in this section only refers to building name, tenant logos, and retail/commercial brands logo.
Number of signages	<p>Mid/low level façade signages shall be kept to maximum of 4 nos. per building block.</p> <p>Each retail/commercial brand shall be only allowed 1 no. of logo/signage on the building façade.</p>
Size of signage	Each mid/low level façade signage shall be proportionate to the building and shall not exceed 2/3 of the height of the high level façade signage (i.e. Successful Tenderer logo or anchor tenant logo at high level) or max 1.5m height, whichever smaller.
Placement and location of signage	<p>The retail/commercial logos/signages shall be located in a single cluster of signages at the lower half of the building, with the exception of development name or mall name if any.</p> <p>The signages shall be neatly arranged and aligned to façade elements.</p>

Other Requirements	
Services	Please obtain services plans from Power Grid, Power Gas, PUB, Singapore Telecom and relevant authorities to ensure that your proposal will not affect the existing services (if any) within the site.
Road/ Sewer Sewer Easement/ Manhole	Drain/ Line/ Sewer Sewer Easement/ Manhole
	Please consult JTC on: (i) any engineering matter regarding the site allocation, if required; and / Or (ii) the status on availability (in terms of time frame) for the road, Sewer and other infrastructure works.

Other Requirements

- (1) The QP shall consult JTC if there are any conflicting requirements between JTC's Planning Guidelines and other authorities' requirements;
- (2) The Successful Tenderer shall adopt the Urban Design Guidelines (UDG), submit the development proposal to JTC for review and obtain JTC's approval for UDG compliance and waivers (if any) with an estimated lead time of minimum 4 weeks prior to the development control submissions from the Competent Authority.

The development proposal shall be submitted with the following contents:

1. Write-up of Overall Proposal and Design Concept
2. Architecture Plans (floor plans, sections, elevations)
3. Landscape Proposal
4. Building Material Palette
5. Summary of UDG compliance items and justification for waivers (if any)

PART III

3. DEVELOPMENT GUIDELINES

3.1. General Guidelines

Development Control

- 3.1.1. The Successful Tenderer shall comply with the Development Control Guidelines, Pollution Control Guidelines and any other guidelines that have been issued or may be issued from time to time by the Competent Authority.

Car and Heavy Vehicle Park

- 3.1.2. The Successful Tenderer shall be required to fully comply with the physical parking requirements subject to the prevailing Parking Places (Provision of Parking Places and Parking Spaces) Rules or any statutory modification and re-enactment thereto.
- 3.1.3. The Successful Tenderer is strongly encouraged to provide parking lots for motorcycles within the layout of the car park.
- 3.1.4. The Successful Tenderer shall provide sufficient heavy vehicle parking lots within the site to support his own industrial needs. In addition, the Successful Tenderer is also required to provide a licensed Heavy Vehicle Park with **93** publicly accessible heavy vehicle parking lots for non-tenants within the proposed industrial development, over and above the number of heavy vehicle parking lots required to meet his own industrial needs. Heavy vehicle parking lots intended for non-tenants (i.e., for public use) shall be published on LTA's OneMotoring website as open lots. The Successful Tenderer shall declare in LTA's application form for 'License to Operate Heavy Vehicle Park' that they allow the public to enquire the parking spaces availability on LTA's OneMotoring website.
- 3.1.5. Where the successful tenderer decides to strata-subdivide the development, the heavy vehicle park shall be comprised in a separate single strata lot. The heavy vehicle parking lots within this separate single strata lot can be excluded from GFA notwithstanding they are included as strata area.
- 3.1.6. All heavy vehicle parking lots should be licensed and operated in accordance with the Parking Places Act (Cap. 214) and the rules thereunder for the full duration of the lease of the subject site. The license to operate shall be and remain valid until expiry of the Lease.
- 3.1.7. The Successful Tenderer shall not sell the licensed HVP strata lot before the issuance of the License to Operate by LTA and Temporary Occupation Permit for the development, whichever is later.

- 3.1.8. At the plan submission stage, the Successful Tenderer is required to declare clearly on your plans, the proposed number of heavy vehicle parking lots intended for tenants and non-tenants (i.e., for public use), and clearly demarcate the area occupied by the licensed Heavy vehicle Park.
- 3.1.9. The Successful Tenderer is also required to submit, a declaration on the number and type of the heavy vehicle lots implemented and the utilisation rate.

Access Into JTC/State Land

- 3.1.10. For the purpose of entering JTC/State Land to do any works for the purpose of or in relation to the proposed development as may be required under these present Technical Conditions of Tender or Conditions of Tender, the Successful Tenderer shall obtain a prior written consent from JTC or Singapore Land Authority (SLA). The consent may be granted on such terms and conditions and subject to the payment of such charges and fees as JTC or SLA may determine.

Deviations from Planning Requirements

- 3.1.11. The requirements set out in this Part relating to location, height, size, area or extent of uses, etc. are specified with a view to achieve the relevant planning objectives as outlined or indicated in the provisions in this Part. The Successful Tenderer may submit for JTC's consideration alternative proposal to any of such requirements. Where JTC is satisfied that the alternative proposal will also serve to achieve the planning objective relevant to the requirement, the Successful Tenderer may be allowed to adopt such alternative proposals instead in which event the relevant provisions in this Part shall be deemed to be complied with. JTC however reserves the absolute discretion to decide whether or not to allow any alternative proposal to be adopted.

3.2. Particular Guidelines

Vehicular Ingress/Egress

- 3.2.1. The proposed permanent access point for the Land Parcel shall be taken from Lok Yang Way only, as shown indicatively in the Control Plan (**Annex A**).
- 3.2.2. The ingress/egress location should be at least 30m away from the access of the adjacent plot. The exact location of the access point shall be subjected to the requirements and approval of the Land Transport Authority (LTA). LTA has stipulated that the development shall be served by only one access point.

- 3.2.3. The Successful Tenderer has to put in the necessary measures to ensure traffic safety (these measures may not be limited to putting in place traffic signage to remind motorists to slow down). Such measures are to comply with LTA's standard guidelines. The Successful Tenderer is encouraged to reduce the construction traffic during peak hours, and to appoint someone to manage the ingress/ egress for heavy vehicles that require bigger radius to manoeuvre.
- 3.2.4. The vehicular access should have adequate sight distance of oncoming traffic, especially if it is near road bends.
- 3.2.5. Boundary walls/fences that are located near the egress (access) of the development shall be porous to ensure that motorists are able to view the pedestrian/cyclist activities at the gate, before exiting from the development.
- 3.2.6. The line of sight for vehicles entering/exiting the developments should be adequate and not obstructed/blocked by trees, guardhouses or boundary walls. If the line-of-sight distance is affected, any foliage/trees shall be relocated by the Successful Tenderer.
- 3.2.7. Please refer to the detailed requirements stated in Clause 7.0 under the Conditions and Requirements of Relevant Competent Authorities/Public Utility Licensees.

Subdivision of Land Parcel

- 3.2.8. The Successful Tenderer may, with the prior written approval of JTC and at his own cost and expense, subdivide the Land Parcel in accordance with the provisions of Condition 6 and 50 of the Conditions of Tender. The Successful Tenderer shall, in the subdivision of the Land Parcel, comply with the provisions of the Planning Act (Cap 232) and the rules made thereunder and all other requirements of the relevant Competent Authorities.
- 3.2.9. The Successful Tenderer shall submit to JTC and the Competent Authority for approval for his proposed sub-division plan indicating the proposed boundary, size and gross plot ratio for each subdivided plot, the amount of gross floor area and the height of the buildings to be constructed on each subdivided plot, and the layout of the necessary infrastructure such as roads, ingress/egress points, drains etc. to be constructed on the Land Parcel for the whole of the development.

Requirement for Development

- 3.2.10. The units built in the Development shall comply with technical specifications of minimum floor loading capacity of 7.5 kN/sqm, minimum floor-to-ceiling height of four (4.0) metres and minimum electrical provision of 120 VA/sqm.

3.2.11. For the purpose of the Development, in respect of multi-user industrial developments, the GFA of each unit shall not be less than one hundred and fifty (150) square metres. In the event the Successful Tenderer is allowed to strata subdivide the Development, the GFA of each strata subdivided unit shall also not be less than one hundred and fifty (150) square metres.

3.2.12. For the purpose of the Development, in respect of multi-storey industrial developments, the Successful Tenderer shall be required to provide the following number of goods/service lift(s), based on the maximum permissible GFA of the Land, with a minimum lift car size of 2.0 m by 3.0 m and loading capacity of 2.5 tons. The Successful Tenderer is also to provide the required number of loading bay(s) to serve the Development. This requirement is also applicable to Development(s) on each of the subdivided plot(s) should subdivision be allowed. Please refer to Condition 3.2.13 for specification compliance.

3.2.13. Minimum Provision of Goods/Service Lift(s) and Loading Bay(s)

Maximum Permissible GFA of Land Parcel	Technical Conditions
< 10,000 sqm	Minimum 1 goods/service lift and 1 loading bay
10,000 – 30,000 sqm	Minimum 2 goods/service lifts and 2 loading bays
> 30,000 sqm	Minimum 3 goods/service lifts and 3 loading bays

3.2.14. Nonetheless, Conditions 3.2.13 and 3.2.14 will not be applicable if the Development has direct vehicular access to all factory units.

3.2.15. For the avoidance of doubts, multi-storey industrial development applies to all industrial buildings which have four (4) storeys or more.

PART IV

4. TENDER SUBMISSION / OTHER REQUIREMENTS

4.1. Plans of Proposed Development

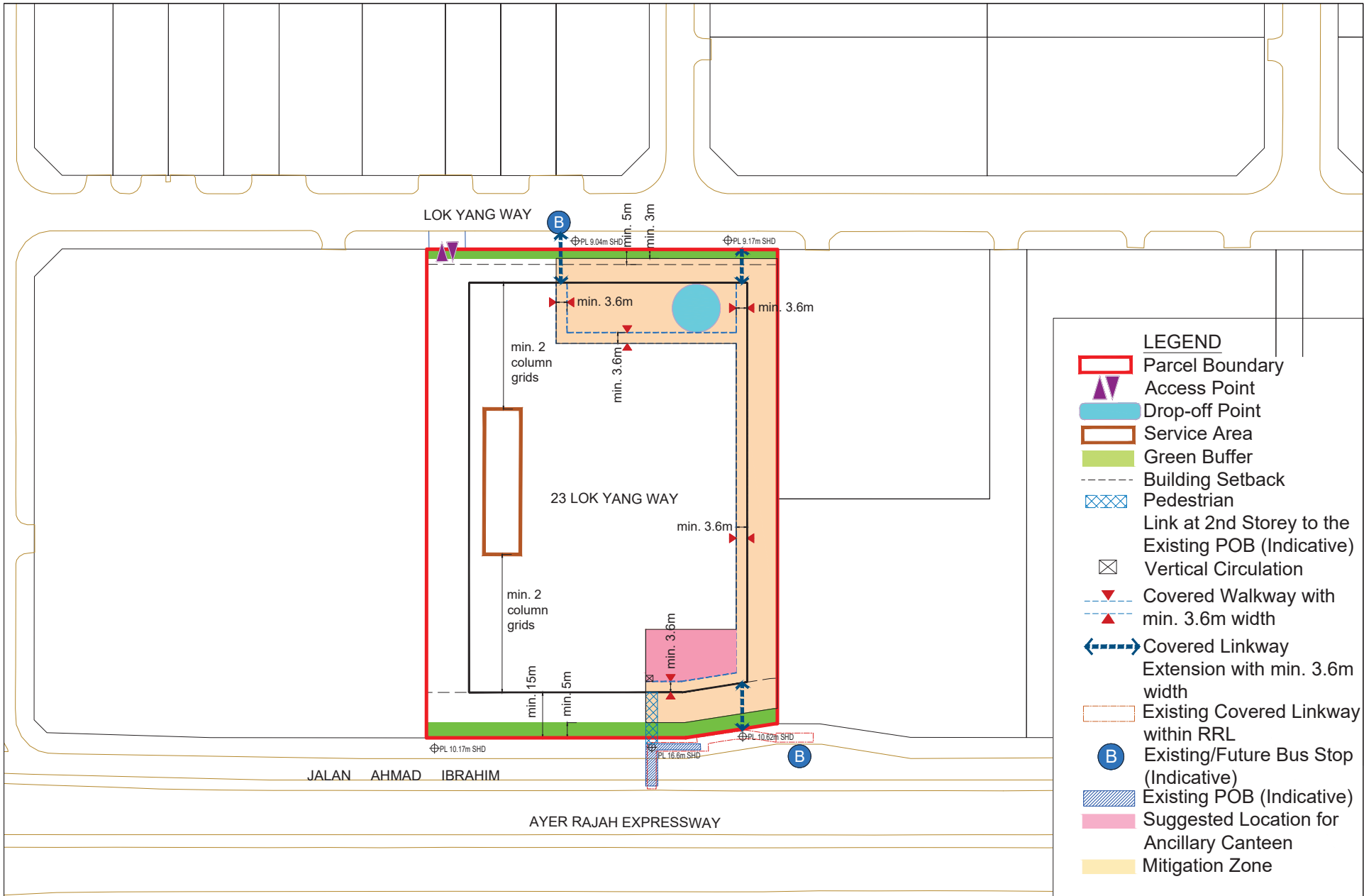
4.1.1. Tenderers are not required to submit plans of the proposed development in their tenders for Land Parcel.

4.1.2. The Successful Tenderer shall after the acceptance of his tender by JTC submit plans of the proposed development to JTC (if and when required to do so) and all relevant Competent Authorities for approval.

4.2 CONQUAS Assessment of Construction Quality

4.2.1 The Successful Tenderer shall be required to refer and submit the proposed development plans to the Building and Construction Authority (BCA) to be assessed for the construction quality of the building works under the Construction Quality Assessment System (CONQUAS).

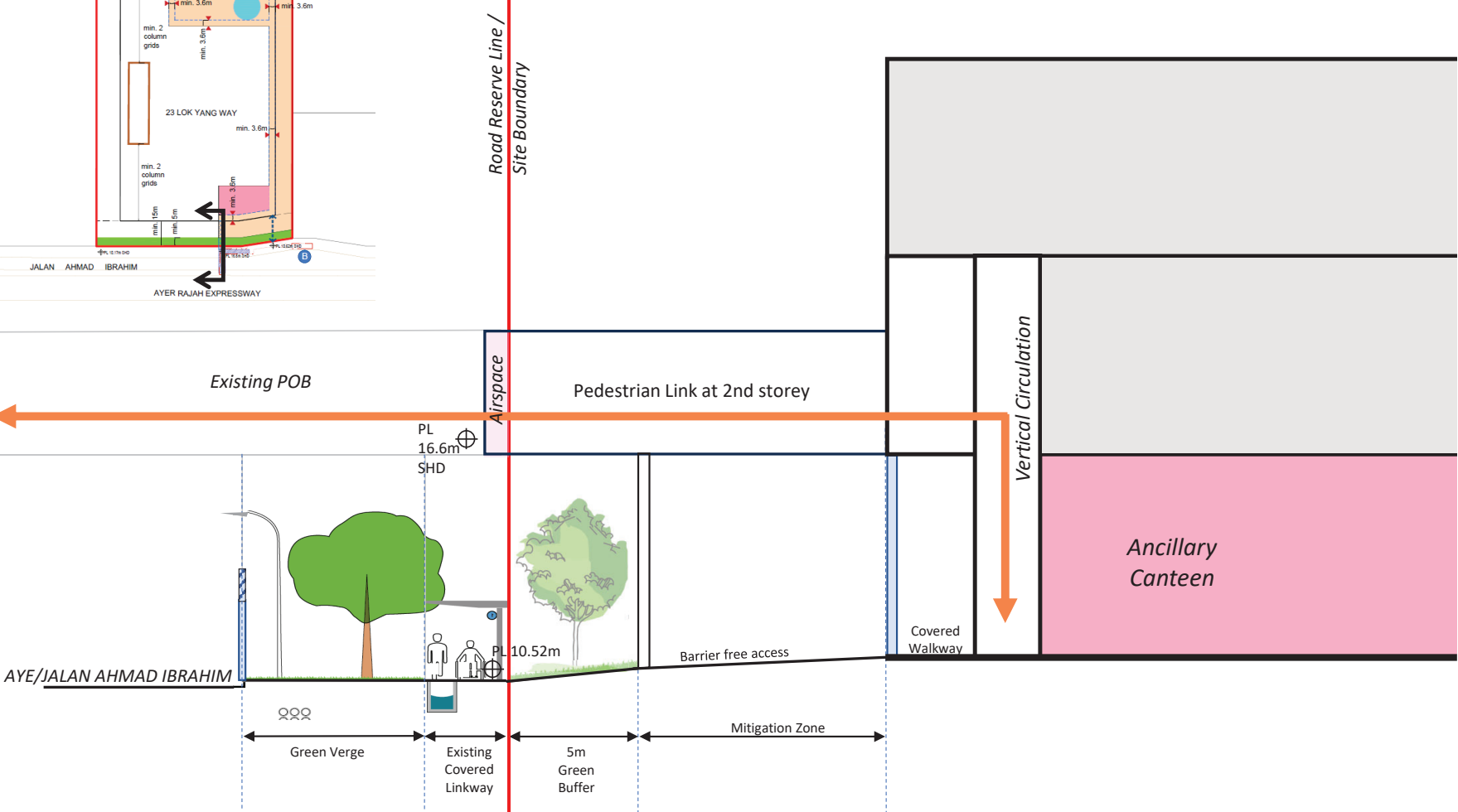
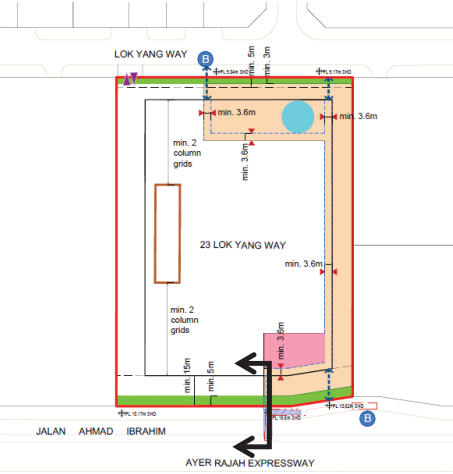
4.2.2 The Successful Tenderer shall for the purpose of this Condition comply with all requirements, procedures, directions and request of BCA and shall pay all fees, charges and other amounts payable to BCA for and in relation to the assessment of the construction quality of the proposed development under CONQUAS. The Successful Tenderer shall also render his full co-operation to BCA, its officers, employees and agents in relation to such assessment under CONQUAS.



LEGEND

- Parcel Boundary
- ▲ Access Point
- Drop-off Point
- Service Area
- Green Buffer
- Building Setback
- Pedestrian Link at 2nd Storey to the Existing POB (Indicative)
- Vertical Circulation
- Covered Walkway with min. 3.6m width
- Covered Linkway Extension with min. 3.6m width
- Existing Covered Linkway within RRL
- B Existing/Future Bus Stop (Indicative)
- Existing POB (Indicative)
- Suggested Location for Ancillary Canteen
- Mitigation Zone





CONCEPTUAL CROSS SECTION OF ALONG AYE/JALAN AHMAD IBRAHIM